

Served: May 13, 2003



**UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
WASHINGTON, D.C.**

Issued by the Department of Transportation  
on the **8th day of May, 2003**

Applications of

**USA JET AIRLINES, INC.**

for certificates of public convenience and necessity, pursuant to 49 U.S.C. 41102, to engage in interstate and foreign charter air transportation of persons, property, and mail

**Dockets OST-02-12987  
OST-02-12989**

**ORDER TO SHOW CAUSE  
PROPOSING ISSUANCE OF CERTIFICATE AUTHORITY**

**Summary**

By this order, we tentatively find that USA Jet Airlines, Inc. (USA Jet)<sup>1</sup> is a citizen of the United States and is fit, willing, and able to conduct interstate and foreign charter air transportation of persons, property and mail as a certificated air carrier.

**Background**

Section 41102 of Title 49 of the United States Code ("the Transportation Code") directs us to determine whether companies proposing to engage in interstate and foreign charter air transportation are "fit, willing, and able" to perform such service," and to ensure that all operations relating to this authority conform to the provisions of the Transportation Code and the regulations and requirements of the Department. In making fitness findings, the Department uses a three-part test that reconciles the Airline Deregulation Act's liberal entry policy with Congress' concern for operational safety and consumer protection. The three areas of inquiry that must be addressed in order to determine a carrier's fitness are whether the applicant: (1) will have the managerial skills and technical ability to conduct the proposed operations, (2) will have sufficient financial resources to commence the operations proposed without posing an undue risk to consumers, and (3) will comply with the Transportation Code

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<sup>1</sup> In addition to its corporate name, USA Jet is also authorized to conduct operations under the trade name "Active Aero Charters."

and regulations imposed by Federal and state agencies. We must also determine that the applicant is a U.S. citizen.

On July 30, 2002, USA Jet, an operating certificated air carrier, filed applications in Dockets OST-02-12987 and 12989, respectively, for authority to conduct foreign and interstate charter passenger operations pursuant to section 41102 of the Transportation Code. Fitness information, required by section 204.3 of our regulations, was provided with the applications as well as in subsequent submissions.<sup>2</sup>

No answers were filed to the applications and no special issues regarding the applicant have come to our attention. Under these circumstances, we propose to decide the issue of the applicant's fitness on the basis of the written record, and we tentatively conclude that USA Jet is a U.S. citizen and has met the fitness test to conduct interstate and foreign charter passenger operations. We will, however, give interested parties an opportunity to show cause why we should not adopt as final the tentative findings and conclusions stated herein.

### **The Company**

USA Jet, a Delaware corporation located in Belleville, Michigan, was issued effective authority to perform interstate and foreign charter cargo air transportation by Order 95-2-43, served February 21, 1995. Shortly thereafter, the carrier began providing service to a major automobile manufacturer using three DC-9-15 aircraft.

By Order 96-6-48, served June 28, 1996, USA Jet's certificates were transferred and reissued to an affiliated company, YIP Group, Inc., whose name was then changed to USA Jet Airlines, Inc., as a result of a corporate restructuring that consolidated the two commonly-owned companies into one organization.

By Order 98-2-25, issued February 23, 1998, USA Jet was issued a certificate authorizing it to conduct interstate scheduled all-cargo operations.<sup>3</sup>

Presently, USA Jet's fleet consists of twelve DC-9-15F freighters and thirteen DA-20 Falcon Jet freighters. While the carrier's cargo operations have been and continue to be primarily focused on the automotive industry (two of the carrier's customers accounted for over 80 percent of its operating revenues), it has also provided charter cargo operations for DHL, UPS, and the U.S. Postal Service using its DC-9 aircraft.

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<sup>2</sup> USA Jet filed information supplementing its applications on August 23 and October 3, 2002, and March 6, 2003.

<sup>3</sup> With the issuance of this interstate scheduled certificate to USA Jet, Order 98-2-25 cancelled the interstate and foreign charter all-cargo certificates issued to USA Jet by Order 96-6-48 as redundant.

USA Jet's common stock is owned by 12 individuals and organizations with just over 90 percent of the total owned by U.S. citizens and commercial interests.<sup>4</sup> Of these, only two, Greenbriar Equity (US) Fund with 10.2 percent and Berkshire (US) Fund with 36.1 percent, own more than ten percent of the company's voting stock.

If found fit, USA Jet proposes to reconfigure two of its DC-9-15F aircraft into an all business-class passenger configuration (50 seats) for a seasonal charter service. Specifically, USA Jet plans to market this service primarily to college sports teams during the three-month winter season of each year commencing in January 2004.

## **FITNESS**

### **Managerial Competence**

A number of USA Jet's key technical and management personnel continue to serve with the company in their original or similar positions since our order issuing effective certificate authority in February 1998. Mr. Martin Goldman, who was President and Chief Executive Officer is now Co-CEO and Director, while Mr. Brian Hermelin, who was Chief Operating Officer, is now Co-CEO and President. Messrs. Mitchell Noble, Michael Reardon, and Jahaziah Webb continue to serve, respectively, as Vice President and General Manager, Director of Safety and Maintenance, and Chief Pilot. Each of these individuals was previously found to be capable and fit to hold their positions with the company.

The following personnel have joined USA Jet's staff since our last order:

Christopher Healy, USA Jet's Chief Operating Officer, has over 30 years' experience in the commercial aviation industry. He began his career as a dock freight handler with Emery Air Freight in 1971 and rose to District Manager-Detroit when he left the company in August 1984. He then held senior level management positions with Roberts Express, Boyd Brother Transportation, FedEx, Global Logistics, Skyway Freight Systems, and HLI, Inc. He joined USA Jet in 2001.

Mr. Ramon Mundt, USA Jet's Vice President and Director of Operations, is an Airline Transport Pilot with over 15,500 hours flying time. He began his aviation career in 1975 as a pilot, and worked for a number of small air carriers mostly within the State of Michigan. Between 1980 and 1984, he was vice president of drilling operations for Redhawk Energy Group. Upon leaving Redhawk, he owned and operated Ray Mundt Aviation Services, an aircraft management and pilot service business. From May 1985 until September 1994, he was Director of Flight

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<sup>4</sup> All of USA Jet's officers and directors are U.S. citizens, and the company is controlled by U.S. citizens.

Operations for Bayview Aviation, Inc. Shortly after leaving Bayview, he joined USA Jet as a pilot and has held a series of more senior positions since that time.

Mr. Frank Fuller, Vice President of Charter Operations, is an Airline Transport Pilot who has held a variety of positions in commercial aviation including that of flight instructor with Longhorn Aviation, cargo freight pilot with Executive Aviation, self-employed pilot for a number of large corporate customers, and Charter Management Director for Chrysler Motor Corporation. In January 1991, he assumed his present positions with USA Jet.

Mr. Marc L. Belsky, a CPA and Certified Cash Manager, joined USA Jet on March 5, 2003, as Vice President and Director of Finance. He is a 1977 graduate of Wayne State University where he majored in accounting, and a 1979 graduate of the University of Michigan where he earned his MBA. Prior to joining USA Jet, he held a number of senior financial management positions including Senior Vice President, Strategic Planning, at Michigan National Corporation; Senior Vice President, Payment Products and Services, at National Australia Bank; and Chief Financial Officer at DataWave of Vancouver, Canada.

Mr. John M. Heaney has been with USA Jet since 1996 and is presently the carrier's Director of Security/Safety and Security Manager. During the three-month period each year that the applicant proposes to operate passenger charter flights, Mr. Heaney will also serve as its Director of Passenger Operations. All of Mr. Heaney's prior aviation experience has been with Aircraft Service International, Inc., an aviation service company providing ground support services to airlines and airports. He began his service with the company in 1984 as ramp agent. During the next twelve years he held positions of greater responsibility including ramp lead, training lead, Safety and Training Supervisor, Personnel Manager, and Station Manager.

Our review of applicant's key personnel indicates that USA Jet continues to have the managerial skills and technical ability to successfully conduct all-cargo charter operations. However, the carrier does not appear to have on its team management personnel with experience in conducting passenger charter operations. We have, therefore, advised the carrier that, prior to making its passenger authority effective, we will require that it demonstrate that it has the necessary personnel to oversee the unique requirements applicable to a passenger operation.<sup>5</sup>

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<sup>5</sup> These include all of the additional DOT, FAA and other regulatory requirements unique to passenger operations, such as meeting the DOT charter regulations, overseeing flight attendant training and in-flight services, and handling consumer problems, including baggage issues, the needs of passengers with disabilities, and administering the Aviation Disaster Family Assistance Act program.

### **Operating Proposal and Financial Condition**

If granted the passenger authority it seeks, USA Jet proposes to reconfigure two of its existing DC-9-15F aircraft for charter passenger service for the period January-March of each year commencing in 2004. To facilitate this plan, USA Jet has entered into a written expression of intent with an agent regarding the possibility of providing charter service to various college sports teams. Based on its discussions with this agent, USA Jet believes that each aircraft could be chartered for enough block hours per month to provide sufficient revenue to meet all costs associated with these operations for the quarter.

USA Jet's latest income statement for the seven months ended January 31, 2003, shows an operating loss of \$1.2 million on revenues of \$54.5 million. This loss appears to be influenced by the fact that USA Jet generally performs fewer charter flights toward the end of the calendar year and during the winter months. The carrier reported net income of \$40.2 million for the 11 months ending May 31, 2002, and \$2.1 million for the 12 months ending June 30, 2001.<sup>6</sup>

USA Jet's balance sheet as of January 31, 2003, shows total current assets of \$18.1 million and current liabilities of only \$3.3 million for a positive working capital position of \$14.8 million. This result is largely due to the fact that after restructuring its debt, the carrier had none of its long-term debt currently due.

To meet the Department's financial fitness criteria, an applicant should have access to financial resources sufficient to cover its pre-operating expenses and the expenses that are reasonably projected to be incurred during three months of "normal" operations. In the case of USA Jet, limited charter passenger operations are proposed for a period of only three months each year. It has estimated that its total operating expenses for the three-month period (including all start-up costs) will be \$2,849,000. We concur that this is a reasonable estimate given the nature and extent of operations being proposed. Further, considering the resources identified above, it appears that the company has more than adequate funding available to cover these expenses.

We tentatively conclude, therefore, that USA Jet will have sufficient financial resources available to it to enable it to commence its proposed charter passenger operations without posing an undue risk to consumers or their funds.

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<sup>6</sup> During 2002, USA Jet restructured a large portion of its indebtedness which accounted for most of the income reported on May 31, 2002.

### **Compliance Disposition**

We also tentatively conclude that USA Jet has the proper regard for the laws, rules, and regulations governing its services to ensure that its aircraft and personnel conform to applicable safety standards and that acceptable consumer relations practices will be followed.

As an operating all-cargo carrier, USA Jet has been subject to the Department's oversight since it received its first effective certificate authority in 1995. Since then, the carrier has conducted its operations in a satisfactory manner, and we are not aware of any compliance-related issues which would indicate that USA Jet's proposed passenger operations would not be conducted in a similar manner. Moreover, in conjunction with USA Jet's current applications, we conducted a search of the Department's records and found no compliance problems involving USA Jet, its owners, or its key personnel.<sup>7</sup> The FAA has advised us that it has no objections to the Department's grant of USA Jet's request for passenger charter authority.<sup>8</sup>

### **CITIZENSHIP**

49 U.S.C. 41102 requires that authority to engage in air transportation be held only by citizens of the United States as defined in 49 U.S.C. 40102(a)(15). That section requires that the president and two-thirds of the Board of Directors and other managing officers be U.S. citizens and that at least 75 percent of the outstanding voting stock be owned by U.S. citizens. We have also interpreted the Transportation Code to mean that, as a factual matter, the carrier must actually be controlled by U.S. citizens.

As previously stated, USA Jet is a corporation organized under the laws of Delaware, and over 90 percent of its outstanding stock is owned by U.S. citizens. Further, all of USA Jet's key personnel are identified as U.S. citizens and the company has provided an affidavit attesting that it is a citizen of the United States within the meaning of the Transportation Code and that it is actually controlled by U.S. citizens. Moreover, we have previously found the company to be a citizen of the United States under similar ownership and control and our review of its citizenship, in conjunction with its present

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<sup>7</sup> USA Jet stated that there have been no charges of fraud, felony or antitrust violations, or of unfair, anticompetitive or deceptive business practices filed against it, its owners, or its key personnel, nor are there any outstanding judgments or pending actions against any of these parties except as follows: (1) USA Jet was sued by one of its former employees for breach of an employment contract, and the matter has been submitted to arbitration; and (2) a visitor to USA Jet's premises fell and subsequently filed a personal injury suit which is being handled by the company's property insurer.

<sup>8</sup> In order to conduct the proposed passenger operations, USA Jet must also obtain appropriate revisions to its operations specifications to authorize passenger service. The FAA indicates that this request is being processed routinely.

applications, has uncovered no reason to suggest that control of USA Jet rests with non-U.S. citizens.

Based on the above, we tentatively conclude that USA Jet is a citizen of the United States and is fit, willing, and able to provide the interstate and foreign charter passenger service it proposes.

### **PUBLIC CONVENIENCE AND NECESSITY**

No finding of consistency with the public convenience and necessity is required for the award of authority for interstate charter air transportation under section 41102, although such a finding is required for authority to engage in foreign charter air transportation.

We tentatively find that the foreign charter passenger air transportation proposed by USA Jet is consistent with the public convenience and necessity. By Order 78-7-106, which instituted the *Former Large Irregular Air Service Investigation*, the Civil Aeronautics Board found that there was a continuing demand and need for additional charter air carriers. Therefore, if USA Jet meets the fitness requirements of the Transportation Code, it will receive certificates authorizing it to engage in interstate and foreign charter air transportation of persons, property, and mail under section 41102.<sup>9</sup>

### **OBJECTIONS**

We will give interested persons 14 days following the service date of this order to show cause why the tentative findings and conclusions set forth here should not be made final; answers to objections will be due within 7 days thereafter. We expect that persons objecting to our tentative findings and conclusions will support their objections with relevant and material facts.<sup>10</sup> We will not entertain general, vague, or unsupported objections. If no substantive objections are filed, we will issue orders that will make final our tentative findings and conclusions with respect to certification and fitness and will issue USA Jet certificates that will contain an exact copy of the attached Terms, Conditions and Limitations.

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<sup>9</sup> Pursuant to 49 U.S.C. 41307, issuance of foreign authority to USA Jet is subject to Presidential review.

<sup>10</sup> If an oral evidentiary hearing or discovery procedures are requested, the objector should state in detail why such hearing or discovery is considered necessary, and what material issues of decisional fact the objector would expect to establish through a hearing or discovery that cannot be established in written pleadings. The objector should consider whether discovery procedures alone would be sufficient to resolve material issues of decisional fact. If so, the type of procedure should be specified (*see* Part 302, Rules 19 and 20); if not, the reasons why not should be explained.

## **EFFECTIVE CERTIFICATE CONDITIONS AND LIMITATIONS**

If USA Jet is found fit and issued the certificates it seeks, its authority will not become effective until the carrier has fulfilled all of the requirements for effectiveness as set forth in the terms, conditions and limitations attached to its certificates. Among other things, this includes our receipt of evidence that USA Jet has been certified by the FAA to engage in charter passenger operations and a fully-executed OST Form 6410 evidencing liability insurance coverage for passenger operations.<sup>11</sup> Additionally, as we stated in the "Managerial Competence" section of this Order, we will not make the carrier's passenger authority effective until we have received information from USA Jet indicating that the company has on its management team a person (or persons) who have substantial passenger operations experience who can deal with the variety of federally-mandated requirements pertaining to passenger service.

Furthermore, we remind USA Jet of the requirements of 49 U.S.C. 41110(e). Specifically, that section requires that, once a carrier is found fit initially, it must remain fit in order to hold its authority. To be assured that certificated air carriers continue to be fit after effective authority has been issued to them, we require that they supply information describing any subsequent substantial changes they may undergo in areas affecting fitness.<sup>12</sup> The compliance of the company with this requirement is essential if we are to carry out our responsibilities under 49 U.S.C. 41110(e).<sup>13</sup>

### **ACCORDINGLY:**

1. We direct all interested persons to show cause why we should not issue orders making final the tentative findings and conclusions stated above and award certificates to USA Jet Airlines, Inc., authorizing it to engage in interstate and foreign charter air

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<sup>11</sup> USA Jet submitted information on September 25, 2002 amending the Family Assistance Plan it currently has on file with the Department and NTSB.

<sup>12</sup> USA Jet may contact our Air Carrier Fitness Division to report proposed substantial changes in its operations, ownership, or management, and to determine what additional information, if any, will be required under section 204.5. Moreover, by notice dated July 21, 1998, the Department requested air carriers to provide a 30-day advance notification of any proposed change in ownership, restructuring, or recapitalization. If the carrier fails to file the information or if the information fails to demonstrate that the carrier will continue to be fit upon implementation of the substantial change, the Department may take such action as is appropriate, including enforcement action or steps to modify, suspend, or revoke the carrier's certificate authority.

<sup>13</sup> We also remind USA Jet about the requirements of section 204.7 of our rules. This section provides, among other things, that (1) if the company ceases all operations for which it was found fit, it may not resume certificated operations unless its fitness has been redetermined; and (2) if the company does not resume operations within one year of its cessation, its authority shall be revoked for dormancy.



transportation of persons, property, and mail, subject to the attached specimen Terms, Conditions, and Limitations.

2. We direct any interested persons having objections to the issuance of orders making final any of the proposed findings, conclusions, or the certificate awards set forth here to file such objections with the Department of Transportation Dockets, 400 Seventh Street, SW, Room PL-401, Washington, D.C. 20590, in Dockets OST-02-12987 and OST 02-12989, and serve them upon all persons listed in Attachment A no later than 14 calendar days after the service date of this order; answers to objections shall be filed no later than 7 calendar days thereafter.

3. If timely and properly supported objections are filed, we will accord full consideration to the matters or issues raised by the objections before we take further action.<sup>14</sup>

4. In the event that no objections are filed, we will consider all further procedural steps to be waived and we will enter orders making final our tentative findings and conclusions and will issue USA Jet Airlines, Inc., certificates that will contain exact copies of the attached specimen Terms, Conditions, and Limitations.

5. We will serve a copy of this order on the persons listed in Attachment A.

6. We will publish a summary of this order in the Federal Register.

By:

**READ C. VAN DE WATER**  
Assistant Secretary for Aviation  
and International Affairs

*An electronic version of this document is available on the World Wide Web at  
<http://dms.dot.gov>*

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<sup>14</sup> Since we have provided for the filing of objections to this order, we will not entertain petitions for reconsideration.



**Specimen**  
*Terms, Conditions, and Limitations*

**USA JET AIRLINES, INC.**

*is authorized to engage in interstate charter air transportation of persons, property and mail between any point in any State, territory, or possession of the United States or the District of Columbia, and any other point in any of those entities.*

*This authority is subject to the following provisions:*

*(1) The authority to operate under this certificate will not become effective until six (business) days after the Department has received the following documents; provided, however, that the Department may stay the effectiveness of this authority at any time prior to that date:*

*(a) A copy of the holder's Air Carrier Certificate and Operations Specifications authorizing such operations from the Federal Aviation Administration (FAA).*

*(b) A certificate of insurance on OST Form 6410 evidencing liability insurance coverage meeting the requirements of 14 CFR 205.5(b) for all of its aircraft.*

*(c) A statement of any changes the holder has undergone in its ownership, key personnel, operating plans, financial posture, or compliance history, since the date of the Show Cause Order in this case.*

*(d) A revised list of pre-operating expenses already paid and those remaining to be paid, as well as independent verification that the holder has available to it funds sufficient to cover any remaining pre-operating expenses and to provide a working capital reserve equal to the operating costs that would be incurred in three months of operations.*

*(2) Pending receipt of effective authority, the holder may not accept payment of any kind (i.e., cash, check, or credit card), issue tickets for the operations proposed under this certificate, or enter into contracts with charter operators, and any advertisement by the holder must prominently state: "This service is subject to receipt of government operating authority."*

*(3) The holder shall at all times conduct its operations in accordance with the regulations prescribed by the Department of Transportation for the services authorized by this certificate, and with such other reasonable terms, conditions, and limitations as the Department of Transportation may prescribe in the public interest.*

*(4) The holder's authority is effective only to the extent that such operations are also authorized by the FAA, and comply with all Department of Transportation and Department of Homeland Security requirements concerning security.*

- (5) *The holder shall at all times remain a "Citizen of the United States" as required by 49 U.S.C. 40102(a)(15).*
- (6) *The holder shall maintain in effect liability insurance coverage as required under 14 CFR Part 205. Failure to maintain such insurance coverage will render a certificate ineffective, and this or other failure to comply with the provisions of Subtitle VII of Title 49 of the United States Code or the Department's regulations shall be sufficient grounds to revoke this certificate.*
- (7) *The holder is not authorized to engage in air transportation operations between points within the State of Alaska.*
- (8) *Should the holder propose any substantial changes in its ownership, management, or operations (as that term is defined in 14 CFR 204.2(l)), it must first comply with the requirements of 14 CFR 204.5.*
- (9) *In the event that the holder does not commence actual flying operations under this certificate within one year of the date of the Department's determination of its fitness, its authority shall be revoked for dormancy, unless the holder is conducting operations under another type of certificate authority. Further, in the event that the holder commences operations for which it was found "fit, willing, and able" and subsequently ceases all such operations, its authority under all certificates held shall be suspended under the terms of 14 CFR 204.7 and the holder may neither recommence nor advertise such operations unless its fitness to do so has been redetermined by the Department. Moreover, if the holder does not resume operations within one year of its cessation, its authority shall be revoked for dormancy.*



**Specimen**  
*Terms, Conditions, and Limitations*

**USA JET AIRLINES, INC.**

*is authorized to engage in foreign charter air transportation of persons, property, and mail:*

*Between any place in the United States and any place outside thereof.*

*This authority is subject to the following provisions:*

- (1) The authority to operate under this certificate will not become effective until six (business) days after the Department has received the following documents; provided, however, that the Department may stay the effectiveness of this authority at any time prior to that date:*
  - (a) A copy of the holder's Air Carrier Certificate and Operations Specifications authorizing such operations from the Federal Aviation Administration (FAA).*
  - (b) A certificate of insurance on OST Form 6410 evidencing liability insurance coverage meeting the requirements of 14 CFR 205.5(b) for all of its aircraft.*
  - (c) A statement of any changes the holder has undergone in its ownership, key personnel, operating plans, financial posture, or compliance history, since the date of the Show Cause Order in this case.*
  - (d) A revised list of pre-operating expenses already paid and those remaining to be paid, as well as independent verification that the holder has available to it funds sufficient to cover any remaining pre-operating expenses and to provide a working capital reserve equal to the operating costs that would be incurred in three months of operations.*
- (2) Pending receipt of effective authority, the holder may not accept payment of any kind (i.e., cash, check, or credit card), issue tickets for the operations proposed under this certificate, or enter into contracts with charter operators, and any advertisement by the holder must prominently state: "This service is subject to receipt of government operating authority."*
- (3) The holder shall at all times conduct its operations in accordance with the regulations prescribed by the Department of Transportation for the services authorized by this certificate, and with such other reasonable terms, conditions, and limitations as the Department of Transportation may prescribe in the public interest.*
- (4) The holder shall at all times conduct its operations in accordance with all treaties and agreements between the United States and other countries, and the exercise of the privileges granted by this certificate is subject to compliance with such treaties and agreements and with any*

*orders of the Department of Transportation issued under them or for the purpose of requiring compliance with them.*

*(5) The exercise of the authority granted here is subject to the holder's first obtaining from the appropriate foreign governments such operating rights as may be necessary.*

*(6) The holder's authority is effective only to the extent that such operations are also authorized by the FAA, and comply with all Department of Transportation and Department of Homeland Security requirements concerning security.*

*(7) The holder shall at all times remain a "Citizen of the United States" as required by 49 U.S.C. 40102(a)(15).*

*(8) The holder shall maintain in effect liability insurance coverage as required under 14 CFR Part 205. Failure to maintain such insurance coverage will render a certificate ineffective, and this or other failure to comply with the provisions of Subtitle VII of Title 49 of the United States Code or the Department's regulations shall be sufficient grounds to revoke this certificate.*

*(9) Should the holder propose any substantial changes in its ownership, management, or operations (as that term is defined in 14 CFR 204.2(l)), it must first comply with the requirements of 14 CFR 204.5.*

*(10) In the event that the holder does not commence actual flying operations under this certificate within one year of the date of the Department's determination of its fitness, its authority shall be revoked for dormancy, unless the holder is conducting operations under another type of certificate authority. Further, in the event that the holder commences operations for which it was found "fit, willing, and able" and subsequently ceases all such operations, its authority under all certificates held shall be suspended under the terms of 14 CFR 204.7 and the holder may neither recommence nor advertise such operations unless its fitness to do so has been redetermined by the Department. Moreover, if the holder does not resume operations within one year of its cessation, its authority shall be revoked for dormancy.*

ATTACHMENT A

**SERVICE LIST FOR USA JET AIRLINES, INC.**

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